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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MONTHLY MEETING

TRANSCRIPT OF PROCEEDINGS

San Mateo Board of Supervisors Chambers
400 County Center
Redwood City, California 94063

Wednesday, March 6, 2013

9:00 a.m.

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1 A P P E A R A N C E S

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3 BOARD MEMBERS

4 Mr. Dan Richard, Chairman

5 Mr. Tom Richards, Vice-Chair

6 Ms. Lynn Schenk, Vice-Chair

7 Mr. Jim Hartnett

8 Mr. Thomas Umberg

9

10 STAFF

11 Ms. Angela Reed, Clerk

12

13 ALSO PRESENT

14 Mr. Jeff Morales, Chief Executive Officer

15 Thomas Fellenz, Esq., Legal Counsel

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I N D E X

	Page
Public Comment	5
Item 1, Approval of Minutes from February 14, 2013	31
Item 2, Memorandum of Understanding (MOU) Between the Authority and the Peninsula Corridor Joint Powers Board (Caltrain)	32
Item 3, Metropolitan Transportation Commission (MTC) Regional Projects	46
Item 4, San Jose Diridon Station Master Plan	53
Item 5, Closed Session Pertaining to Litigation	71

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1 REDWOOD CITY, CALIFORNIA, March 6, 2013

2 9:13 a.m.

3 --oOo--

4 CHAIRMAN RICHARD: I'm informed by our General
5 Counsel that we can open the public comment session.
6 Mr. Umberg is on his way here, but rather than keep
7 everybody waiting. So I'm just going to take a moment
8 so that the people who are recording this meeting can
9 get set up and then we will open the meeting when I see
10 that the light is on.

11 Good morning, everyone. This meeting of the
12 California High-Speed Rail Authority Board will come to
13 order. Would the secretary please call the roll?

14 MS. REED: Vice-Chair Schenk.

15 MS. SCHENK: Here.

16 MS. REED: Vice-Chair Richards.

17 MR. RICHARDS: Here.

18 MS. REED: Mr. Umberg. Mr. Hartnett.

19 MR. HARTNETT: Here.

20 MS. REED: Mr. Rossi. Chairman Richard.

21 CHAIRMAN RICHARD: I'm here.

22 I'm going to ask the former Mayor of this
23 lovely city, of Redwood City, Jim Hartnett, to lead us
24 in the Pledge of Allegiance this morning.

25 (Pledge of Allegiance recited.)

1 CHAIRMAN RICHARD: Thank you. Mr. Umberg is
2 on his way, but we will start with the public comment
3 section this morning and, as we always do, we will take
4 comments in the order in which they were received, with
5 the exception that we do afford our elected officials an
6 opportunity to speak first.

7 So the first person I'm going to ask to speak
8 is representing Assemblymember Rich Gordon and that's
9 Jeremy Dennis, and he will be followed by Vice Mayor
10 Jerry Carlson of Atherton.

11 MR. DENNIS: Good morning. I'm speaking on
12 Item 2. Do you want me to do that now?

13 CHAIRMAN RICHARD: Yeah. We have our public
14 comment period for the entire agenda.

15 MR. DENNIS: Great. Well, good morning,
16 Chairman Richard, members of the High-Speed Rail
17 Authority. Thank you for having me this morning. My
18 name is Jeremy Dennis and I'm here representing
19 Assemblymember Rich Gordon. And I'm here to lend the
20 Assemblyman's support to the MOU before you between the
21 High-Speed Rail Authority and the Joint Powers
22 Authority.

23 This MOU will be the guiding document to
24 support Caltrain modernization and electrification.
25 Equally important, it supports the blended system

1 approach that is created by Congresswoman Anna Eshoo,
2 then Senator Joseph Simitian, and my boss, Assemblyman
3 Richard Gordon, in 2011.

4 Assemblyman Gordon very much appreciates the
5 Authority's adoption of this blended system and I thank
6 you for your time this morning.

7 CHAIRMAN RICHARD: Thank you. And I'm happy
8 that you recognized our legislative colleagues who did
9 propose the blended system, and that's been very helpful
10 to the Authority. And please give our best to the
11 Assemblymember.

12 MR. CARLSON: Good morning. And welcome to
13 the Mid-Peninsula. I'm Vice Mayor Jerry Carlson, Town
14 of Atherton. My comments are two questions, 1) when
15 will the dollar bids for the initial construction
16 project be available for the public to see? Second,
17 will the Authority support Jerry Hill's bill, SB 557?
18 That bill would ensure the bookend projects would not
19 have the funds authorized in the budget, they would be
20 diverted to another use such as the Central Valley
21 project.

22 That bill would further the blended system
23 concepts contained in the MOU that you will be
24 considering later with Caltrain. It provides language
25 of expanding beyond the blended system outlined in the

1 MOU and will require concurrence from all nine agencies
2 who sign the High-Speed Rail Early Investment Strategy
3 MOU.

4 Because the language is still contained in the
5 Program EIR, many of us on the Peninsula are very leery
6 of the long run intent of the agency and consider
7 Senator Hill's bill to be extremely important.

8 By supporting this bill, your agency accords
9 some hope that the assurances that you are giving
10 Caltrain and the Peninsula today will carry over to your
11 successors. Will the Authority support 557? If not,
12 why not? Thank you.

13 CHAIRMAN RICHARD: Thank you. Council Member,
14 we generally don't respond to public comment period, but
15 we'll find a way to respond to that in due course here.

16 Next, even though he's not an elected
17 official, he should be, I'm going to ask Mike Scanlon of
18 Caltrain to --

19 MR. SCANLON: Who would I represent?

20 CHAIRMAN RICHARD: Well, that's a metaphysical
21 question that I can't answer.

22 MR. SCANLON: Good morning, Mr. Chairman,
23 members of the Commission. On behalf of Caltrain, I'm
24 Mike Scanlon, I'm appearing here today in my capacity as
25 Executive Director of Caltrain and it is my privilege

1 really to welcome you to San Mateo County and to Redwood
2 City where I make my home.

3 We just really -- I'll be very brief this
4 morning -- I want to extend our sincere appreciation to
5 this Board and to this staff. We've worked diligently
6 together over these last two years, in particular. And
7 this project has really evolved into what we're now
8 calling the blended system. And it's a project now that
9 will help to control the costs and also protects the
10 local communities. And it makes the early investments
11 in high performance electric train service throughout
12 this corridor.

13 The agreement before you later today, I think
14 it is Item 2, was largely driven by feedback from
15 Peninsula communities and your willingness to listen to
16 the concerns and respond accordingly, and that's just
17 been critical to that outcome.

18 I would like to just take a point of privilege
19 to thank your Chief Executive Officer Jeff Morales; your
20 general counsel, Tom Fellenz; and Ben Tripousis, your
21 Regional Director, who worked very very closely with the
22 magnificent Marian Lee, who is absolutely incredibly
23 skilled at listening to people; and also with Shamus
24 Patrick Murphy -- he learned a lot from his Italian --
25 but at any rate, if you're in approval, the approval

1 last year of a historic nine-party agreement, we're
2 already started on these early investments.

3 We have just two weeks ago restarted the
4 Environmental Impact Report. We're readying all the
5 final design and we'll start actual construction of the
6 improved communications system that will be necessary to
7 run the service through here.

8 And, again, thank you and I firmly believe the
9 future generations of Californians will owe much to this
10 Board, to your courage, to your willingness to listen,
11 and thank you. Good-bye.

12 CHAIRMAN RICHARD: Before you step away, I
13 just want to say, if I might, that I think the working
14 relationship between this body and Caltrain has been
15 superb and that's a reflection of your leadership, as
16 well.

17 And since you called out some of our people,
18 you mentioned Marian Lee, who has everybody's respect,
19 but also David Miller, your General Counsel, and of
20 course we've all worked together for a number of years.
21 I do want to say that we appreciate the partnership and
22 look forward to a long and lasting partnership.

23 And in honor of today's meeting, rather than
24 drive from the East Bay, which would have been crazy
25 anyway, I took BART to the Millbrae Station and

1 transferred on a cross platform transfer to Caltrain,
2 and then rode down here on Caltrain, and it was just a
3 great system. And Marian wanted me to say this, but I
4 love Caltrain, so....

5 MR. SCANLON: And we love you for loving
6 Caltrain. Thank you, Dan.

7 CHAIRMAN RICHARD: All right. Thank you, Mr.
8 Scanlon. Rosanne Foust from the San Mateo County
9 Economic Development Association, SAMCEDA. And she'll
10 be followed by Steve Mincey. Good morning.

11 MS. FOUST: Good morning, Chair Richard and
12 Members of the Board. I'm here on behalf of the San
13 Mateo County Economic Development Association. And we
14 submitted a letter in full support of the MOU. But
15 actually I'm here on behalf of the Board of Directors of
16 SAMCEDA to say thank you, to say thank you to you, to
17 Jeff Morales, and to this Board for the time and energy
18 that you have taken to analyze the blended system as put
19 forth by our Legislators.

20 We so appreciate it. You have spent countless
21 hours forging a relationship between Caltrain, Mike
22 Scanlon and his team, who we also owe a debt of
23 gratitude to. This is the future of our children along
24 the Peninsula, and they want to ride on electrified
25 system. And it's with your support and your energy and

1 all -- everything that you've done to study this inside
2 and out that will see this happen by 2019. So we say
3 thank you.

4 CHAIRMAN RICHARD: Thank you very much. Steve
5 Mincey, followed by Jim Bigelow.

6 MR. MINCEY: Good morning, Mr. Chairman and
7 Members of the Board. Thank you for having us here
8 today. My name is Steve Mincey. I'm with DES
9 Architects and Engineers, a local Redwood City company.
10 I've grown up here in Redwood City my entire life and
11 seen all the changes. I'm also this year's Chair of
12 SAMCEDA, the organization that Rosanne is President and
13 CEO of.

14 In my role in the capacity as Architect,
15 Commercial Architect here on the Peninsula, we put a lot
16 of businesses into the buildings up and down the
17 Peninsula, you know, corporations, biotech companies,
18 technology companies. And what we hear from these folks
19 as they grow and expand and consolidate and contract is
20 that the transportation system is absolutely vital to
21 their employees and to moving their employees
22 efficiently from San Francisco and San Jose to here on
23 the Mid-Peninsula. And this system, having an
24 efficient, fast, and predictable commuter rail system is
25 absolutely essential to the future of this area.

1 Now, we're blessed with probably one of the
2 best economies in the entire country right here and so,
3 you know, it's tough to stand up here and say this is
4 essential to making us successful, but it is essential
5 in the long run for us to sustain a vital economic
6 powerhouse. And when businesses do well, they spin off
7 cash and dollars to community services and to the cities
8 and to parks and charities, and so the whole region is
9 absolutely dependent on a great and vital business
10 economy. And so we urge you to execute this MOU and to
11 get in place an electrified commuter rail system. Thank
12 you very much.

13 CHAIRMAN RICHARD: Thank you, Mr. Mincey. Jim
14 Bigelow followed by Dan Dolan.

15 MR. BIGELOW: Jim Bigelow with the Redwood
16 City - San Mateo County Chamber. And it's a pleasure to
17 be here after about 12 years of discussions on this day
18 and having electrified train, a unified joint project
19 with the California High-Speed Rail, a blended system
20 with an early investment.

21 Without your investment, we would be nowhere
22 on getting this project moving for electrification.

23 I want to give some kudos to Caltrain because,
24 in January of 2007, the Board unanimously voted to
25 approach the Federal Government for a new lighter weight

1 train standard for regional rail and intercity rail.
2 And we received that after three years of hard work by
3 Caltrain, supported by other properties in the nation.
4 So we have the benefit of being the first transit
5 property in the nation to have the light-weight train
6 with an exemption to operate on our diesel service under
7 the wire from Gilroy.

8 So you're doing an excellent job. We
9 appreciate the innovation and the early investment to
10 get us started, get you started, both bookends, and our
11 Chamber Chair is here and she'll have a few things that
12 she would like to say to you also. But it's been a
13 pleasure coming to the many meetings all over and
14 watching this project get to the point where it is
15 today. So we support the MOU and hope that you will
16 move ahead today and then Caltrain can finish up
17 tomorrow. And Caltrain has been working very hard also
18 -- Mike Scanlon, Marian Lee, Patrick Shamus Murphy --
19 Irish. Thank you.

20 CHAIRMAN RICHARD: He's Irish? Dan Dolan,
21 followed by Stacey Wagner.

22 MR. DOLAN: Thank you, Chairman Richard. My
23 name is Dan Dolan and I represent my company, Western
24 States Title, and also Stewart Title out of Houston, who
25 very much would like the Board to encourage CEO Jeff

1 Morales and the staff to consider adding another \$1
2 billion in title insurance for the Peninsula that
3 Stewart Title will be happy to underwrite.

4 Also, I wanted to address the nine members of
5 the Peninsula Corridor Joint Powers Board and advise
6 them not to sign this agreement. The only way you
7 should sign this agreement is if you are satisfied with
8 the devil in the details, which is missing from this
9 agreement.

10 This agreement suggests that High-Speed Rail
11 Authority cares about your interests. It claims that
12 the blended system must be designed, constructed, and
13 operated in a manner fully consistent with PCJPB, but in
14 reality they're suggesting that there will be shared
15 twist tracks on their existing system. There's no way
16 in hell that a high-speed rail train can share tracks
17 with electrified Caltrain. It will require either
18 underground or aerial in the same air space, but you
19 can't use the same tracks.

20 Similarly, High-Speed Rail Authority is
21 wanting to have control of the CEQA and NEPA activities
22 for their whole project, including the Peninsula, and I
23 would recommend to you not to let them do that for your
24 part of the project. The reason I say this is because,
25 back on July 6th, the State Senate voted 21-19 to pass

1 the State Funding Bill of \$8 billion, and \$2 billion of
2 that was for this blended system, \$950 million went to
3 Mark Leno and Peninsula Districts and Assemblypersons.
4 So for the electrification, \$50 million went to Lois
5 Wolk of Davis, and \$150 million went to Lou Ferrara of
6 Santa Ana, and that was to buy those last three votes
7 that they needed to get the 21:19 majority on that
8 funding bill, or we wouldn't even be here today.

9 And what this agreement is trying to do is buy
10 you for \$106 million.

11 CHAIRMAN RICHARD: Thank you, sir. Next is
12 Stacey Wagner, followed by Morris Brown.

13 MS. WAGNER: Thank you, Chairman Richard,
14 members of the High-Speed Rail Authority. My name is
15 Stacey Wagner. I'm the Chair of the Redwood City San
16 Mateo County Chamber of Commerce. I'm joined here today
17 by our interim President, CEO and other members of our
18 Board of Directors. We're the third largest Chamber in
19 the Bay Area representing approximately 1,000 businesses
20 and over 45,000 employees. We've been on record in
21 support of the High-Speed Rail Authority and we are
22 supportive of the MOU with Caltrain and the blended
23 system. So we would urge your support of the MOU with
24 Caltrain. Thank you.

25 CHAIRMAN RICHARD: Thank you very much. Next

1 is Morris Brown, followed by Jessica -- is it Zenk, I
2 think? Dr. Brown, good morning. We've become pen pals.

3 DR. BROWN: Good morning, Chair Richard and
4 Board. Thank you very much.

5 I am Morris Brown from Menlo Park. And
6 regarding the approval of the MOU with Caltrain today, I
7 urge -- I seriously urge the Board not to approve.

8 I sent the Board a letter on February 11th
9 before the last Board meeting regarding this matter.
10 The funding for this MOU is being taken from the \$9
11 billion of high-speed rail funds allotted to Prop. 1A.
12 This appropriation for this funding is in SB 1029 and
13 was approved by the Legislature last July.

14 However, the \$1.1 billion in this
15 appropriation was approved without an approved funding
16 plan by this Board, covering this appropriation. This
17 is an absolute mandate that this funding plan be
18 approved by the Board before it can be submitted to the
19 Legislature for appropriation. SB 1029 was therefore an
20 illegal appropriation, did not have a funding plan that
21 mentions anything about the \$1.1 billion being diverted
22 from high-speed rail into regional transit agencies.

23 The MOU funding you have on your agenda today
24 shows taking \$600 million of these funds and using them
25 for the Caltrain projects. The MOU funding shows \$400

1 million will be spent on new rolling stock, these MOUs.
2 They have no use for high-speed rail and, in fact, the
3 legislative consult in an opinion indicated they should
4 not be funded from high-speed rail bond funds.

5 Also in the funding is \$200 million for CBOSS.
6 CBOSS is incompatible with the positive train control
7 system that the High-Speed Rail Authority is planning on
8 using.

9 The whole concept of a blended system that was
10 approved in April 2012 is contrary to the intent of
11 Prop. 1A. When Mr. Van Ark was CEO, he requested legal
12 analysis from the Attorney General in letters in May
13 2011 and September 2011 to the Attorney General -- may I
14 continue, please?

15 CHAIRMAN RICHARD: Of course.

16 DR. BROWN: Thank you very much. To the
17 Attorney General regarding if the plan and system met
18 the requirements of Prop. 1A. I requested from the
19 Attorney and from the Authority a copy of this analysis
20 and the reply was it doesn't exist. The question is,
21 then why? Why is this opinion or legal ruling not
22 present? Certainly Mr. Van Ark made his request as he
23 vowed to do and serious questions arise about the
24 legality of the blended system.

25 All I could say is, as was mentioned by a

1 previous speaker, it's impossible using a blended system
2 with two tracks to make a trip from San Jose to San
3 Francisco in 30 minutes, it just can't be done. And it
4 goes on and on.

5 Now, Chair Richard, I want to thank you very
6 much. You wrote a comment to an article I wrote in Fox
7 & Hounds complaining about what I had written. I
8 emailed you and I didn't expect the response, but I got
9 a response right away. And we had a couple exchanges.
10 We haven't agreed on the facts, but nevertheless, I do
11 appreciate sincerely your responding. It is so much
12 better.

13 I've been an opponent of this project for six,
14 seven years now, and rather than being called a rotten
15 apple, which was the term used by a certain Board member
16 some years ago, at least we have a dialogue continuing.
17 Thank you very much.

18 CHAIRMAN RICHARD: Thank you, Dr. Brown. And
19 we will be responding to your letter. Jessica Zenk
20 followed by Michael Cunningham.

21 Did I pronounce your name correctly?

22 MS. ZENK: You did. Thank you very much.
23 Yes, it is Jessica Zenk and I'm Senior Director for
24 Transportation with the Silicon Valley Leadership Group.

25 And I'm here this morning simply to offer my

1 thanks and our enthusiastic support for the Memorandum
2 of Understanding before you today with the Caltrain GPV.

3 The Silicon Valley Leadership Group sees huge
4 benefits from this approach for Caltrain electrification
5 and, in the long run, the blended system between the
6 High-Speed Rail Authority and the Caltrain system. This
7 is critical for our employers, our member companies,
8 their employees, the environment, air quality and,
9 mostly, simply a vibrant regional and statewide economy.

10 Particularly for newcomers in this innovation
11 economy, we are constantly hearing greater and greater
12 demand for rail service for people who want viable
13 alternatives to driving, who want to locate their
14 businesses around train stations, etc. And this is a
15 huge step forward for all of them, and I want to just
16 say thank you to you, your staff, and the Caltrain team,
17 as well. Thank you.

18 CHAIRMAN RICHARD: Thank you, Ms. Zenk.
19 Michael Cunningham. And he'll be followed by Mark
20 Hershman.

21 MR. CUNNINGHAM: Good morning, Chair Richard,
22 members. I'm Michael Cunningham with the Bay Area
23 Council representing major employers of the Bay Area.

24 Thank you for coming today to Redwood City,
25 the heart of the Caltrain corridor, the most

1 economically dynamic and productive part of California,
2 possibly of the nation.

3 The early investment that you're prepared to
4 contribute to an electrified Caltrain will provide 21st
5 Century mobility for this region, supporting it to
6 continued prosperity, allowing it to continue to attract
7 the most innovative and creative companies and people
8 from around the world, so that this corridor, this
9 region, will continue to be the place where the next big
10 thing is born. And that's not just bragging rights,
11 that's jobs, tax revenue for local communities, our
12 region, and our state, tremendously important.

13 Of course, the early investment that you're
14 contributing to in electrifying Caltrain also critically
15 importantly supports the blended high-speed rail system,
16 and that's why you're here today, to consider and
17 approve the Memorandum of Understanding on implementing
18 the blended system in collaboration with Caltrain.

19 In the MOU, you reiterate and codify the very
20 important commitments that you've made to these
21 communities to the blended system, to stay generally
22 within the existing right of way, to principally use
23 existing track, and to avoid the use of aerial
24 structures.

25 These are tremendously important commitments.

1 They're commitments that address real and legitimate
2 concerns of the communities served by the Caltrain
3 corridor.

4 They also cleared a way, by agreeing on what
5 we don't want to do, by agreeing on how we don't want it
6 to impact communities, we can now begin and move forward
7 to agree on what it is that we do want to do, on how the
8 blended system will be developed, exactly what it will
9 be and how it will deliver benefits to communities, our
10 region, and the state.

11 Congratulations on getting to this point.
12 Good luck moving forward. And please know you have the
13 continued support of the Bay Area Council and our
14 members.

15 CHAIRMAN RICHARD: Thank you, Mr. Cunningham.
16 And I do want to thank you and the Bay Area Council for
17 your help in envisioning this and getting us to this
18 point. So thank you.

19 As I said at the outset, we asked
20 representatives of our elected officials to go first.
21 Mr. Hershman just came in, representing Senator Jerry
22 Hill.

23 MR. HERSHMAN: Thank you.

24 CHAIRMAN RICHARD: It's nice to see you.

25 MR. HERSHMAN: Thank you, Mr. Chairman, good

1 to see you, members of the Board, welcome to Redwood
2 City and the 13th State Senate District.

3 I'm Marc Hershman, I'm District Director for
4 California State Senator Jerry Hill, and I have a
5 statement that I would like to read on his behalf from
6 the Senator.

7 "The new MOU which tracks Mid- Peninsula
8 protection legislation provides further assurance that
9 the key parties in this rail project are committed to
10 advancing a blended corridor system between San
11 Francisco and San Jose. The blended system is an
12 investment in our future and I am pleased to support the
13 MOU and legislative safeguards that will make our shared
14 vision a reality."

15 Thank you so much.

16 CHAIRMAN RICHARD: Thank you. Please send our
17 appreciation to the Senator. And congratulations on his
18 ascendency to the Environmental Quality Committee in the
19 Senate.

20 MR. HERSHMAN: I'll pass that along. Thank
21 you.

22 CHAIRMAN RICHARD: Next is -- I think it's Ms.
23 Levin. Is it Adina Levin? Followed by Roland Lebrun.

24 How did I do on that pronunciation?

25 MS. LEVIN: That was perfect.

1 CHAIRMAN RICHARD: Oh, good.

2 MS. LEVIN: Good morning, Board members. My
3 name is Adina Levin with Friends of Caltrain. I
4 actually live in Menlo Park, and Friends of Caltrain is
5 a grassroots group with thousands of members up and down
6 the corridor between San Francisco and San Jose,
7 organized to get stable funding and successful
8 modernization for Caltrain.

9 And we are delighted to see this Memorandum of
10 Understanding to ratify the blended system and the close
11 collaboration between Caltrain and the High-Speed Rail
12 Authority that will be needed to turn this into reality.

13 The blended system really delivers the
14 benefits and mitigates the impacts of high-speed rail on
15 the downtowns and neighborhoods of the Peninsula, which
16 is really the original transit-oriented development
17 going back to transit in the 1800's, and that's why the
18 close collaboration that is enumerated in the Memorandum
19 of Understanding regarding working together on the
20 design implementation and the scheduling, dispatching,
21 boarding, all of those things that are going to be
22 needed to create a blended system that works.

23 So we look forward to that collaboration to
24 create a great system. And in order to do that, we also
25 support Senate Bill SB 557; the delivery and completion

1 of this Northern California bookend is something that
2 seems pretty likely to go predictably and smoothly, and
3 be a successful part of the delivery of the overall
4 system, and that's why we think this bill will help
5 safeguard that project and we really do support it.
6 Thank you.

7 CHAIRMAN RICHARD: Thank you very much.
8 Roland Lebrun. I hope I got that correct. Followed by
9 Kathryn Mathewson.

10 MR. LEBRUN: Chair Richard, Members of the
11 Board, good morning and welcome back to Silicon Valley.
12 My name is Roland Lebrun. I come from London. I'm a
13 strong supporter of high-speed rail done right,
14 including the blended system and the Caltrain downtown
15 extension.

16 The last time I addressed the Board, Mr.
17 Pringle (ph) [16:03] was Chair. And Ms. Schenk may
18 recall that I asked that the Board start the search for
19 a new Chief Executive and a real Chief Engineer. You
20 have done it superbly on both accounts, and I sincerely
21 thank you for the breath of fresh air and honesty you
22 and Mr. Morales have brought to the table.

23 Unfortunately, every time you do something
24 right, something happens behind closed doors, which
25 causes people to distrust the Authority. And this is

1 reflected in the language of the MOU that I urge you to
2 approve later.

3 The only comment I will make about it during
4 the presentation is that destroying downtown San Jose to
5 increase speed by walking 15 -- that's one five -- miles
6 an hour at a cost of \$2 billion probably does not make a
7 lot of sense.

8 And you may want to look at how Euro style
9 trains from Brussels and Paris approach same type of
10 station in the middle of the night at 150 miles an hour.

11 In closing, the main thing that concerns me
12 today is the other presentation for Item 4 has not been
13 made available to the general public for review or
14 comment. And I'm respectfully requesting that you
15 remove this item from the agenda subject to Section
16 954.1 of the Brown Act. Thank you.

17 CHAIRMAN RICHARD: Thank you, sir. When we
18 get to that point, I'll ask our counsel for guidance on
19 that.

20 Kathryn Mathewson. Followed by Diana LaCome.

21 MS. MATHEWSON: Good morning.

22 CHAIRMAN RICHARD: Good morning.

23 MS. MATHEWSON: My name is Kathryn Mathewson.
24 I'm an Environmental Planner in San Jose. You have a
25 letter from me in front of you, which I hope you will

1 have a chance to read.

2 Last Friday on March 1st, several historians,
3 an architect, an urban planner, and Sam Roberts, the
4 author of "Grand Central: How a Train Station
5 Transformed America," had a conversation about Grand
6 Central Station on the Charlie Rose show. This was the
7 impetus for my coming before you. In my letter, I have
8 given you an Internet video of this program, as well as
9 a recent High-Speed Rail Historical Economic London
10 video. They will inspire us to create new businesses
11 and new jobs for an industry for our community.

12 I have lived in New York City, Paris, London,
13 Singapore, Washington, D.C., San Francisco, and
14 graduated K-12 in San Jose schools and U.C. Berkeley. I
15 chose to live in Silicon Valley for many reasons -- the
16 world is looking at Silicon Valley as a model for
17 economic growth more than any other city in California,
18 and probably more than any American city. San Jose is
19 the capitol of Silicon Valley, the largest city in
20 Northern California and the tenth largest city in the
21 United States. These are the reasons San Jose cannot
22 have a second class train station as in the
23 (indiscernible) (16:07) location.

24 I encourage you to talk to the largest Silicon
25 Valley businesses and there are many foundations to help

1 us find a more creative solution for San Jose's
2 transportation. Thank you very much.

3 CHAIRMAN RICHARD: Thank you. Diana LaCome
4 followed by Greg Cowlan.

5 MS. LACOME: Good morning, Chairman Richard,
6 Members of the Board. I'm Diana LaCome representing
7 Associated Professionals and Contractors of California.
8 And in front of you, you have two letters, one by APAC
9 and the other by Congresswoman Barbara Lee.

10 APAC respectfully requests answers to
11 questions raised before with the Authority, and those
12 are regarding right-of-way contract, the interagency
13 agreement with the 30 percent goal that we're hoping the
14 Authority actually implements, and on the disparity
15 study, the requirement of 100 percent small businesses'
16 participation on the contract.

17 We would like concrete explanations as to why
18 or why not the conflict of interest either applies or it
19 doesn't apply. So that's the first thing.

20 The second one is the letter from
21 Congresswoman Barbara Lee, and the letter is made out to
22 Ray LaHood, Secretary of Transportation, who is retiring
23 soon, and Chairman Richard. And basically what she's
24 asking is, since the Authority received Federal dollars
25 in 2002, please report to us the participation of DBEs -

1 - DVBEs -- and small businesses to date. And I know
2 that you have some correspondence with Congresswoman
3 Lee, but APAC would be most interested in those reports,
4 as well. Thank you.

5 CHAIRMAN RICHARD: Thank you, Ms. LaCome. Our
6 next speaker is former member of the California Public
7 Utilities Commission, former member of the California
8 Transportation Commission, Greg Cowlan.

9 MR. COWLAN: Thank you, thank you. This
10 really celebrates my 20th year involved in high-speed
11 rail since I went on the Commission in '93 at CPUC, we
12 had a member on the high-speed rail, and then I went on
13 the Transportation Commission and I was also involved
14 there.

15 So I've followed the proceeding and, you know,
16 it's been a tough road for you, I know it's not going to
17 be easy. And my concern today is that the assumption on
18 the blended system is that there will be two high-speed
19 rails an hour, trains. And I just think that if you're
20 as successful as you anticipate, that that will be hard
21 to maintain, that you'll have to do more trains than
22 two. And I just think at that point you're going to
23 have to consider the residential areas on the Peninsula,
24 and I just think that if you could take some mediation
25 to put them in a trench, at least an open trench or a

1 cover trench, during the high residential areas in the
2 downtown areas, that that would alleviate a lot of the
3 criticism and the pressure from the communities on the
4 Peninsula from Atherton to Palo Alto, from Burlingame to
5 San Mateo, and that area, you know, very expensive real
6 estate, five or six million dollars an acre.

7 And I think if you're going to destroy those
8 properties just from your presence, it's just going to
9 be very expensive for you and I think a simple solution
10 is an open trench. When I was on the Transportation
11 Commission, we put a 20-mile trench from the Port at
12 Long Beach to Downtown L.A. and it cost less than \$2
13 billion. They're telling us now that it would cost \$2
14 billion to go five miles and, you know, it hasn't been
15 that long, it's been 20 years and I can't believe that
16 inflation has been that great.

17 So if you're going to build a \$100 billion
18 project, to spend \$2 billion on the Peninsula to mediate
19 the concerns of the cities is not that big a deal, so I
20 just think that you need to step back and think about if
21 you're going to do this thing, to make sure you do it
22 right by putting in a trench, a hardtop. Thank you very
23 much.

24 CHAIRMAN RICHARD: Thank you. Our last
25 speaker is Baldwin Moy, California Rural Legal

1 Assistance. Good morning, sir.

2 MR. MOY: Good morning, Chairperson Richard,
3 Members of the Board, Mr. Morales. I want to stop and
4 actually thank Mr. Morales for responding to our
5 comments, earlier comments regarding the establishment
6 of a monitoring and oversight committee. I think that
7 certainly is a step in the right direction.

8 Nevertheless, I think that the authority would
9 be well served by having either internal staff that
10 monitors compliance, or an independent consultant that
11 does the same. It's hard to imagine that, with the
12 oversight committee, that the members themselves can
13 really be able to digest all the information that would
14 be a part of the reports that would be provided by the
15 Jobs Coordinator.

16 Moving on, one of the glaring weaknesses of
17 the CVA that doubles as a project labor agreement is the
18 lack of compliance guidelines that includes a schedule
19 of sanctions. I can't believe that you can have an
20 agreement of this type and actually not have a schedule
21 of sanctions, otherwise not a problem, but to see -- can
22 really flout the goals to have it established for hiring
23 workers from disadvantaged districts with impunity.

24 I've taken the liberty since actually the CVA
25 kind of tracked some of what the L.A. Metro PLA -- I've

1 taken the liberty of including sections from the L.A.
2 Metro PLA for consideration by the Authority for its
3 inclusion in the CVA. Thank you.

4 CHAIRMAN RICHARD: Thank you, Mr. Moy. Okay,
5 with that, the public comment period is closed.

6 We'll proceed through our Agenda. The first
7 item is the approval of the Minutes from the February
8 14th meeting. Good morning, Mr. Fellenz.

9 MR. FELLEENZ: Yes, Mr. Chairman and Board
10 Members. For your consideration, the Minutes from the
11 last meeting on February 14th are being presented for
12 your adoption.

13 CHAIRMAN RICHARD: All right. Do we have a
14 motion?

15 MR. RICHARDS: Mr. Chairman, I was just
16 wondering, on the vote for the extension of the
17 Chairman's term, was it 5-1, or was it
18 -- were you just abstaining?

19 CHAIRMAN RICHARD: I think I voted against it,
20 actually.

21 MR. RICHARDS: That's correct.

22 CHAIRMAN RICHARD: I don't remember. Okay,
23 it's been moved by Vice-Chair Richards and seconded by
24 Vice-Chair Schenk. Please call the roll.

25 MS. REED: Vice-Chair Schenk.

1 MS. SCHENK: Yes.

2 MS. REED: Vice-Chair Richards.

3 MR. RICHARDS: Yes.

4 MS. REED: Mr. Umberg.

5 MR. UMBERG: Yes.

6 MS. REED: Mr. Harnett.

7 MR. HARTNETT: Yes.

8 MS. REED: Chairman Richard.

9 CHAIRMAN RICHARD: Yes. Okay, thank you.

10 Item 2 is the Memorandum of Understanding

11 between the High-Speed Rail Authority and the Peninsula

12 Corridor JPB Caltrain.

13 Mr. Tripousis, good morning.

14 MR. TRIPOUSIS: Good morning, Mr. Chair,

15 Members. Thank you. I'm very pleased to be here to

16 present a recommendation on the MOU between the

17 Authority and the Peninsula Joint Powers Board.

18 As you know, Authority staff has been working

19 to negotiate an updated Memorandum of Understanding to

20 replace the existing agreements with Peninsula Corridor

21 Joint Power Board.

22 As I previously presented to the Authority,

23 the updated agreement is necessary to reflect current

24 policies defined in the revised Business Plan, the nine-

25 party MOU led by MTC, and the High-Speed Rail Early

1 Investment Strategy.

2 I'm pleased to report that we've completed the
3 revised document that meets the goals we set out to
4 achieve last year, and solidifies the relationship
5 between the Authority and the Joint Powers Board.

6 The revised agreement will facilitate the
7 development of the early investment projects,
8 specifically the Caltrain Electrification Project and
9 the Advanced Train Signal System, as well as pave the
10 way for future high-speed service in the Peninsula
11 Corridor.

12 I'd like to once again, as was noted
13 previously, I'd like to acknowledge the leadership and
14 hard work of our Lead Counsel, Tom Fellenz, Joint Powers
15 Lead Counsel, Dave Miller, Project Chief Marian Lee,
16 Government Affairs Director Shamus Patrick Murphy, and
17 Executive Director Mike Scanlon, in helping to craft
18 this agreement.

19 It should be noted that the updated agreement
20 terminates the 2004 MOU and 2009 agreement and initiates
21 a project plan focused exclusively on the blended
22 system. It directs that the blended system must be
23 designed, constructed and operated in a manner
24 consistent with JPB operational requirements and with
25 consideration of the interests of the cities served by

1 the Caltrain system.

2 It includes recognition that it will be
3 necessary for the parties to negotiate one or more
4 agreements at a future date, to facilitate construction
5 and shared use of the Peninsula Rail Corridor by the
6 Authority in order to implement and operate the blended
7 system.

8 Finally, the agreement directs the Joint
9 Powers Board and the Authority to establish an
10 organizational framework that will incorporate
11 procedures to the approval of both parties of the early
12 investment projects and the blended system designs.

13 I'm happy to report that the Peninsula Joint
14 Power Board staff will be recommending approval of this
15 agreement at their Board meeting tomorrow morning in San
16 Carlos.

17 With that, Authority staff recommends approval
18 of the final revised MOU with the Peninsula JPB. I'm
19 happy to answer any questions.

20 CHAIRMAN RICHARD: All right. Mr. Morales, I
21 think you also deserve some credit for bringing this to
22 this point and we want to thank you for that. Do you
23 have comments you'd like to make at this point?

24 MR. MORALES: Thank you, Mr. Chair. I think
25 what I would say about this is this is a triumph of

1 common sense and practicality in implementing this
2 program, really moving forward the program in a way that
3 leverages resources and demonstrates the sort of
4 partnership that we need to have to make this program a
5 reality across the state, respecting the roles of this
6 authority and of the Peninsula Authority.

7 And I also want to stress -- we'll be hearing
8 later from Randy Rentschler of the MTC -- MTC played a
9 critical role in coordinating this agreement. This is
10 not just a partnership, in effect, between the Authority
11 and Caltrain, it's the nine counties in the Bay Area who
12 are all playing a part in this program, and that doesn't
13 always happen; I think it's very significant as we go
14 forward. And it does spell out also specific roles.

15 One thing I do want to clarify, funding is
16 absolutely in accordance with Prop. 1A and with the
17 requirements of SB 1029, the rolling stock, for
18 instance, will be as spelled out in the agreement, will
19 be purchased with local funds, not with 1A funds. Those
20 sorts of things, we've worked through those issues to
21 ensure that we're doing this right and we're very
22 pleased to present it to you today and look forward to
23 your consideration of it.

24 CHAIRMAN RICHARD: All right. I had some
25 comments. I just want to echo what our CEO just said.

1 I think this showed a high level of collaboration. I
2 mentioned before that I traveled to this meeting today
3 via BART and across platform transfer to Caltrain up to
4 Millbrae. I used the Region's Clipper Card which was
5 developed by MTC, so it was all pretty seamless. And
6 that is what the public expects from us in terms of
7 delivering transportation facilities to them.

8 Similarly, I think what's been seamless here
9 is the work with MTC and with Caltrain. Just to
10 elaborate on something Mr. Morales said, in order for
11 Prop. 1A funds to be used, they must be matched. MTC
12 worked very hard to assemble a package of financing that
13 was able to match the money that we would use from Prop.
14 1A for this, so that it completely complies with the
15 letter and spirit of the law to do that.

16 Secondly, Prop. 1A also has a separate batch
17 of money apart from our bonds, which is the connectivity
18 funds, and those funds have been held up for several
19 years, under several Administrations, because the
20 Department of Finance felt that they couldn't release
21 them when there was nothing to connect to, because there
22 was no overall strategy or overall plan.

23 And they've become very comfortable now that
24 the \$950 million that the voters approved as part of
25 Prop. 1A for connectivity funds now can move forward

1 because they're part of an integrated whole
2 comprehensive plan which, I thank my colleagues in terms
3 of having constructed our Business Plan in April of
4 2012, and some of those connectivity funds are being
5 used for this project, as well.

6 So this is an example, I think, of what the
7 public wants and expects from us, which is harmony among
8 the transportation agencies. I mean, we do have in the
9 Bay Area somewhat of a -- I call it a transit Yugoslavia
10 -- we have 29 agencies not always working together and
11 MTC has to preside over all that. But this is an
12 example of where I think people came together to
13 discharge their public duties to make sure that we're
14 delivering a seamless system and doing it through
15 collaboration and cooperation. So I think it's a very
16 good day.

17 Vice-Chair Schenk.

18 MS. SCHENK: Are there any other -- well, talk
19 about being in the Lion's Den. I think my past public
20 comments have made it clear that I was skeptical of a
21 blended system, and I've tried to keep an open mind.
22 I've listened, I've studied, and I've debated,
23 reflected. And I fully understand and support the
24 Caltrain electrification goals, but I can't support it
25 at the expense of the ultimate goal of high-speed rail.

1 I have been a supporter of high-speed rail for
2 many decades, wrote the Congressional bill on it, and so
3 my laser goal has been high-speed rail. And I want
4 everyone to know, I have the greatest respect for my
5 former colleague, Anna Eshoo, the legislative team that
6 represents this area, the local leaders and the people
7 of this area, and for that reason I have gone along up
8 to this point so that we could work with everyone here.
9 I have virtually boundless respect for our Chairman and
10 my other colleagues, Jim Hartnett and the others here
11 who have worked so hard on this, the staff, your hard
12 work, and so I've tried not to get in the way.

13 But I owe the people of California nothing
14 less than voting my conscience and I hope you all accept
15 that. This is not something that is in any way
16 reflective of the work that you have done and your very
17 legitimate goals here, and in fact I hope that the
18 future will prove me wrong, but I am going to vote no at
19 this time.

20 And I want to make sure that everyone
21 understands that, despite the vote, and we see where
22 this is going, and I'm pretty good at counting votes,
23 that once the majority has spoken, I will fully support
24 the work and efforts to make this happen. But at this
25 time, I will have to vote no. And I hope you all

1 understand.

2 CHAIRMAN RICHARD: Before I turn to Mr.
3 Hartnett, I just want to ask counsel, do we need a
4 majority today or do we need five votes to pass this?

5 MR. FELLEENZ: You would need five votes.

6 CHAIRMAN RICHARD: We would need five votes.
7 Well, so here's what I'm going to ask my colleague,
8 because I respect and understand her position on this,
9 and no one has been a greater supporter of high-speed
10 rail than Lynn Schenk, going back to the very beginning.
11 This was in some ways -- in a very many ways -- was her
12 idea. And I apologize to the Vice-Chair because I
13 probably should have anticipated this and had this
14 conversation with you, so that was my deficiency, but --

15 MS. SCHENK: We don't violate anything --

16 CHAIRMAN RICHARD: No, two of us can talk, we
17 can do that. So I guess what I would ask, given the
18 mathematical necessity and the fact -- two facts -- one
19 is that Mr. Rossi is out of the state today; the second
20 is that all three of our appointed authorities, the
21 Governor, the President Pro Tem, and the Speaker, let's
22 just say have not moved with alacrity to fill the three
23 open slots on this Board, and I know that the Caltrain
24 Board is going to meet tomorrow; I believe that if Mr.
25 Rossi were here, we'd probably have the requisite five

1 votes even without that.

2 So what I would respectfully, most
3 respectfully as to my colleague, is if there is a way to
4 provide a courtesy vote today, but going on the record
5 the Minutes will reflect that, had there been sufficient
6 votes, you would have voted no. If we can move this
7 forward, I would appreciate it because otherwise we'll
8 just have to come back next month and do it.

9 So again, I'm sorry because I should have
10 anticipated an issue in trying to deal with this, but we
11 are dealing with a bare quorum. So without putting you
12 on the spot, Ms. Schenk, if I could just ask you to --
13 wait, wait, what I was going to say is, if I could just
14 ask you to reflect on this for a moment while I move on
15 to Mr. Hartnett, so then we can put you on the spot in
16 about two minutes?

17 MS. SCHENK: Sure.

18 CHAIRMAN RICHARD: But let me just say this,
19 we've had a lot of very positive statements this morning
20 and so forth, I mean, this is a difficult issue and I'm
21 very reflective of the fact that my predecessors on this
22 Board, people like former Senator Kopp, former Judge
23 Quentin Kopp, people like Rod Diridon, you know, have
24 raised many many questions about this.

25 I personally believe that we could make the

1 blended system work. If I didn't believe that, I would
2 not be supporting this. And I also believe that this
3 was one of the keys to getting the legislative support
4 that allows us to move forward with high-speed rail, and
5 I firmly believe that were we still in the place where
6 we were butting heads on this, I think we probably
7 wouldn't be sitting here today.

8 So in no way do I want to take away from my
9 colleague's comments or her concern over the fidelity to
10 Prop. 1A that we owe the people of California to
11 ultimately deliver the high-speed rail system, but I
12 just would ask her to reflect a moment and see if we can
13 get a courtesy vote today with the Minutes fully
14 reflecting her views and intentions on this. So with
15 that, I'm going to turn to Mr. Hartnett.

16 MR. HARTNETT: So I guess the question is how
17 many minutes do we need for me to talk.

18 CHAIRMAN RICHARD: You're a former elected
19 official; fill up the time.

20 MR. HARTNETT: You know, to me this
21 discussion is reflective of what I think is a very
22 healthy process and that is that, you know, we've gotten
23 here through a very lively debate in the Legislature and
24 our communities, tremendous discussions at the High-
25 Speed Rail Authority Board level, and we've gotten here

1 because we worked really hard, listened to divergent
2 views, and we revised a Business Plan that needed some
3 change to reflect the realities of a statewide
4 transportation system in which high-speed rail is
5 necessary to be a part of, and to be part of the
6 economic drivers of our state. And I think the revised
7 Business Plan reflects that and that this MOU is a
8 necessary and direct result of the revised Business
9 Plan, that has had that very lively robust debate, not
10 with unanimity as we move forward; in fact, I think
11 because we've heard different views, we came up with
12 ultimately a better plan.

13 And I think going forward, continuing to hear
14 different views will keep us testing ourselves as we
15 move forward to do what works, what's practical, what's
16 legal, and what's consistent with community values.

17 You know, this Peninsula has, as a number of
18 the speakers have alluded to, it is one of the economic
19 drivers of our whole country, it is the hotbed of
20 innovation, it leads in job creation, and it leads in
21 innovation. And the modernization of Caltrain is of
22 course very important to the region.

23 And as you heard from the speakers, I think
24 it's very important to the people who live in the region
25 because it is supported by the major employers, the

1 major business organizations from the Bay Area, because
2 they see it as really important to the quality of life,
3 the workplace, and to our country, not just for this
4 region. We wouldn't be here if it was not for high-
5 speed rail.

6 The Caltrain modernization is but a part of
7 the entirety of high-speed rail. And the MOU is a
8 reflection of where we are not just on the Peninsula,
9 but where we are overall for high-speed rail. And so I
10 don't think of this decision today as being really an
11 historic landmark. It's a reflection of a tremendous
12 amount of work and debate that's gone on for years.
13 It's a reflection of a revised Business Plan that is
14 going to serve our entire state, in addition to this
15 region for decades and generations to come.

16 So I'm very proud to support the MOU and I
17 think it's very important that we keep testing ourselves
18 along the way so that we are loyal to our obligations.

19 To me -- me and these chambers -- is
20 particularly poignant. In a prior century, I was sworn
21 in in these very chambers when I was first elected to
22 office and I've been a part of extremely lively debates
23 over the years in these chambers and others. And I
24 couldn't be more proud to be associated with each and
25 every member of this Board, with each of the views that

1 they have, that I still have that respect. And all the
2 hard work that has been undertaken by Presidents past
3 and Board members to get us to this position.

4 I think we're in a great position for the
5 Region and for the State to move forward and it's with
6 great personal pride that I'm very happy to support the
7 MOU.

8 CHAIRMAN RICHARD: All right. I asked Mr.
9 Hartnett to close on this, it's normally the prerogative
10 of the Chair, out of respect and recognition for his
11 leadership in representing the interests of this
12 community and also his work on this particular
13 initiative.

14 What I'm going to ask now is if we can take a
15 five-minute recess. Vice-Chair Schenk and I would like
16 to confer with our General Counsel, but there will only
17 be two of us talking to the General Counsel, so there is
18 no Brown Act issue; I just want to make that clear since
19 we're very respectful of the public meeting laws. But
20 if we can take a recess for about five minutes, and then
21 we'll reconvene. Thank you.

22 (Off the record at 10:11 a.m.)

23 (Back on the record at 10:21 a.m.)

24 CHAIRMAN RICHARD: We'll be back in order.
25 Thank you very much. After conferring with my colleague

1 and our General Counsel, I think the best course of
2 action is that we're going to defer this item until our
3 next Board Meeting. And at that point, we'll take it up
4 again. I think that the record of the presentations and
5 so forth will remain in the Minutes; in fact, I'd also
6 like to make sure that we receive correspondence from a
7 number of parties, some of which were by email and so
8 forth, so I'd just like to make sure that they all
9 become part of the record.

10 But I want to thank our colleagues at Caltrain
11 for their understanding. I'm informed by our CEO that
12 things can proceed in terms of planning and so forth, in
13 fact, Jeff, would you like to just come on up for a
14 second?

15 MR. MORALES: Sure, Mr. Chair. The MOU really
16 is intended to codify the working arrangement that we
17 have been moving forward with consistent with the
18 Business Plan as adopted by the Board, consistent with
19 SB 1029.

20 And in working with the partners and something
21 we probably haven't mentioned enough, which are working
22 with the local communities to ensure that their concerns
23 are addressed currently and as we go forward, we will
24 continue to move forward consistent with that and, you
25 know, we will take action with the Board when that is

1 appropriate.

2 CHAIRMAN RICHARD: Okay. And let me just also
3 say to my colleagues that I'm privileged to be part of a
4 Board that I think is highly collegial and highly
5 professional. We respect each other's opinions and
6 we've found consensus and unanimity on a number of
7 issues, but that doesn't mean that every issue should be
8 decided unanimously and I want to thank Ms. Schenk for
9 speaking her conscience, in part, and I think that is
10 very important for all of us and for the people to
11 understand.

12 So, with that, I want to thank everybody who
13 came and appeared on this issue. I assure you that your
14 comments will be rolled over into the next meeting, and
15 of course you'll be free to come and speak at that
16 meeting, as well. I want to thank Mr. Scanlon, Ms. Lee,
17 and that team for their work and their indulgence, Mr.
18 Miller, as well -- and you, Mr. Tripousis, too.

19 Thank you. With that, we'll defer this item
20 and we'll move to the next item, Item 3, which is a
21 presentation of the Metropolitan Transportation
22 Commission's Regional Projects. Mr. Tripousis, I
23 realize why you kept standing at the podium --

24 MR. TRIPOUSIS: Because there were no seats
25 left.

1 CHAIRMAN RICHARD: I thought you were just
2 glaring at me for the last item. And, Mr. Scanlon, I'm
3 informed that Mr. Tripousis says he's also Irish, I
4 hadn't known that, actually. Thank you, Mike. Go
5 ahead.

6 MR. TRIPOUSIS: Thank you, Mr. Chairman. And
7 with me this morning is Mr. Randy Rentschler, Director
8 of Legislation and Public Affairs for the Metropolitan
9 Transportation Commission, who will give you an update
10 on their active regional projects and how they relate to
11 the California High-Speed Rail Project, as well as just
12 a general update about the Regional Plan.

13 MR. RENTSCHLER: Thank you.

14 CHAIRMAN RICHARD: Mr. Rentschler, it's always
15 good to see you. And I want to thank you because you
16 played a very important role in helping us prepare our
17 2012 Business Plan. And actually we called in a lot of
18 the local and regional transportation agencies to help
19 us write the section on how high-speed rail would be
20 integrated into a statewide rail and transportation
21 program. Randy spent a lot of hours working on that,
22 and we appreciate that very much.

23 MR. RENTSCHLER: Thank you, Mr. Chair. And
24 it's a pleasure to be here. My name is Randy Rentschler
25 and I work for the Metropolitan Transportation

1 Commission -- I think it's still this morning -- so this
2 morning I just want to say it's good to be here.

3 You know, there's been a lot of talk about
4 partnership and, as you know, and as everyone knows, you
5 can't get anything done in California without good
6 partners and we've had a good partner in High-Speed Rail
7 for a long time, not just picking the alignment that is
8 here in the Bay Area, but the Commission worked prior to
9 the vote of the people to provide funding for planning
10 and other activities, as well.

11 But I want to focus today on the future and
12 how this partnership is going to grow, and also to
13 recognize a few people that hadn't been recognized
14 already, which is Jessica Zenk from the Silicon Valley
15 Leadership Group, and Michael Cunningham from the Bay
16 Area Council; the business part of our partnership
17 matters a great deal and they've been really important
18 in order to get this project moving.

19 I think the first thing, at the risk of MOU
20 fatigue by this Board, you do have an MOU with the Bay
21 Area, and it's nine partners, with the Commission that I
22 work for being one of them. But I'm going to take the
23 risk of kind of speaking for them all today.

24 And all of them are, of course, from San
25 Francisco through San Mateo, Caltrain, and Silicon

1 Valley, City of San Jose, the County of Santa Clara.
2 And the first thing on the screen here is just to give
3 you a sense that things are actually really happening.
4 We have a real project that is moving, the Positive
5 Train Control Project is under way. And our group meets
6 every month. We have a -- Caltrain puts together a 10-
7 page detailed progress report -- I just have a copy here
8 to give you a sense of it -- California High-Speed Rail
9 Reps are there, and any questions are dealt with and
10 anticipated in this monthly meeting, not just for a
11 future plan, but the actual real construction of the
12 project, the goal of this meeting of which I am the
13 facilitator of, is to anticipate and solve problems
14 before they get to places like this.

15 I think the other thing that matters, as was
16 mentioned earlier, the Bay Area has a funding commitment
17 with High-Speed Rail, a significant one, over \$1.4
18 billion. And finding that local money is going to be
19 important. We need to make sure that all of our local
20 partners, including my agency, have that in a timely
21 basis so when we get moving on the Electrification
22 Project, which is also underway, the EIR was released
23 and in January there has been a series of meetings
24 already on that, so we are in the Bay Area moving
25 forward.

1 But what we're doing now is also setting the
2 pace for what we're going to do in the future. Chairman
3 Richard knows that Federal New Starts monies was
4 important to take his trip today, which was BART to the
5 Airport, transferring on a Caltrain, the Bay Area --
6 when the Chairman was the Chair of BART in those days to
7 make that happen. And getting a regional deal, New
8 Starts monies, is a very big accomplishment.

9 For High-speed Rail, the Commission that I
10 work for is proposing two new projects for New Starts
11 money, and both related to High-Speed Rail; one is the
12 extension to Downtown San Francisco, we call it the DTX,
13 which connects where we are now to where we're going to
14 be at the Transbay Terminal. And the other one is BART
15 to San Jose, which we're connected at the Diridon
16 Station where we have Caltrain, ACE, the Capital
17 Corridor, Amtrac, High-Speed Rail, Buzz Light Rail of
18 all sorts, meeting at a single station.

19 And as you know in your Business Plans, the
20 way high-speed rail works is not people driving to the
21 station, but people getting in on transit. And so we at
22 the Commission that I serve are really doubling down on
23 our commitment to you to be a good partner, to
24 prioritize regional projects. And again, I work for a
25 Commission that serves the whole Bay Area, so they're

1 going all in on this corridor with the future in
2 Washington, D.C. and with our local money to try to
3 connect our transmit system to California High-Speed
4 Rail.

5 As far as our legislative priorities, I get
6 the great privilege of going back to D.C. and enjoying
7 the comity of discussion that takes place there next
8 week. High-Speed Rail has been a big part of our
9 program in Washington, D.C., and it will continue to do
10 so, it's going to be a big part of our program in
11 Sacramento, as well, with cap-and-trade. We're going to
12 need additional money, as you know, to meet our dreams
13 and objectives, and the Commission that I work for is
14 focused not just on State and Federal money, but local
15 money as well.

16 So really the next steps for the Bay Area is
17 to continue to work in partnership with you to do the
18 hard work on a monthly basis with a group that we have,
19 we call it the Peninsula Corridor Working Group, and
20 we're meeting Wednesday next week to continue to
21 advocate for funding and being your partner in doing so.

22 And I think the last thing is we want to make
23 plans and set priorities in the Bay Area, so we're
24 prepared when money does show up. We don't want to have
25 a big discussion at that time, we want to have a

1 discussion before that time, and that's really our
2 objection. So thank you for your time today and I
3 appreciate the opportunity to be here.

4 CHAIRMAN RICHARD: Thank you very much.
5 Before you leave, are there any questions for Mr.
6 Rentschler?

7 Well, I want to say that we appreciate the
8 partnership. Steve Heminger, the leader of your
9 Commission, has worked very hard on this, as have you,
10 and please accept our thanks for that and we look
11 forward to going down this road together.

12 MR. RENTSCHLER: I appreciate it. Thanks.

13 CHAIRMAN RICHARD: Thank you. Mr. Tripousis.

14 MR. TRIPOUSIS: Thank you, Mr. Chair, Members.

15 Item 3, as you know, we have focused a great deal of
16 attention and have worked hard to partner with local
17 communities around the development in and around station
18 locations, and one of those primary stations, as Mr.
19 Rentschler just pointed out, is the San Jose Diridon
20 Station, and we are joined today by Michael Brilliot,
21 Senior Planner with my alma mater, the City of San Jose,
22 who is going to discuss the efforts that the City of San
23 Jose has been engaged in for the last several years in
24 the development of a Master Plan that will fully
25 environmentally clear all of the land use that's in and

1 around the Diridon Station and look to expand that. And
2 we're partnering with San Jose, among other station
3 cities in an ongoing way to further expand this kind of
4 Master Plan. So I'd like to introduce Mr. Brilliot.

5 CHAIRMAN RICHARD: Before you start, I just
6 wanted to say that, first of all, welcome, and secondly,
7 I know one of our speakers, Mr. Lebrun, mentioned that
8 this particular item, I guess, was not up on the
9 website. This is not a decisional item for us today,
10 and so I'm advised by counsel that we could proceed with
11 this, which we're very happy to do. But I do understand
12 the gentleman's concern, and we certainly try to make
13 sure that we're diligent about that. But, welcome and
14 we look forward to your presentation this morning.

15 MR. BRILLIOT: Thank you, Board Chair. So let
16 me just talk a little bit about what Diridon means to
17 San Jose and its significance.

18 You know, given that the Diridon Station
19 already has Caltrain, Amtrak, Ace, Light Rail, BART is
20 coming, high-speed rail, of course, is coming, you know,
21 it already has some of the best transit access in
22 California and, with the completion of our high-speed
23 rail, it arguably has some of the best transit access
24 west of the Mississippi.

25 So San Jose really recognizes this is a great

1 opportunity for the Diridon Station area, both in the
2 expanse of the station, but also in creating a new urban
3 portion of the downtown that really will make downtown
4 San Jose the urban center of Silicon Valley and the City
5 of San Jose gateway to the Bay Area.

6 So some of the key ingredients, of course, in
7 Diridon not only are transit access, but also the HP
8 Pavilion, which has been there about 20 years. We have
9 a downtown strategy plan that was approved by the
10 Council that essentially recognizes the Diridon Station
11 area now as part of downtown, so over time as it
12 develops it will be just seen as a seamless connection
13 or part of our existing downtown.

14 And of course, there are plans for the San
15 Jose A's, the ballpark just south of the Station --

16 CHAIRMAN RICHARD: I need to stop you right
17 there. I mean, it's one thing to have Rossi take the
18 49ers down there, but my A's? Well, anyway, go ahead.

19 MR. BRILLIOT: Okay, well, I'm only allowed to
20 say not if, but when. So I'll leave it at that. And
21 the City of San Jose has an economic development
22 strategy that makes the development of the Diridon
23 Station area an economic priority for the City.

24 So as you may know, the City got a grant from
25 MTC for \$750,000, a station area grant, thank you MTC,

1 we kicked in with ET another couple hundred thousand
2 dollars and we launched this planning effort in 2009,
3 it's roughly 240 acres, or a half mile radius from the
4 station. There were a number of goals that were
5 established at the onset of this planning process, one
6 is to develop a land use and policy framework for how
7 the area around here and on station would grow over time
8 and over the next 30 years, 25 or 30 years.

9 Also the goal, of course, was to establish a
10 24/7 vibrant, very active commercial and entertainment
11 area adjacent or in front of the station and, of course,
12 looking at different options and how the Diridon station
13 itself would expand and be integrated with future
14 development.

15 Very important to San Jose, of course, is
16 becoming a model city for improving pedestrian and
17 bicycle connections, or transportation -- or walking and
18 bicycling as a transportation option, and being this is
19 a part of downtown, there are a lot of goals related to
20 improving that.

21 Very important also is enhancing and
22 protecting existing neighborhoods. While I don't have a
23 slide on this, there's been a lot of outreach to various
24 neighborhood groups and stakeholders, getting their
25 input on what the future of Diridon Station area and the

1 station itself would look like. And for the most part,
2 people are very excited and really embrace the
3 opportunities that the High-Speed Rail in the expanded
4 area and station present.

5 And of course, as I mentioned, completing an
6 EIR is part of this process to encourage and facilitate
7 development.

8 So some of the common themes, again, San Jose
9 really saw or envisioned, or this plan envisions the
10 Diridon Station and area around it becoming a regional
11 destination, obviously a local and city, as well. And
12 that really drove a lot of our land use decisions which
13 I'll talk about in a minute.

14 The plan itself was really structured around
15 the vibrant public realm that both exists and is
16 planned, and that includes trails in Guadalupe and Los
17 Gatos, both existing and planned, a significant plaza in
18 front of the station, as well as the park space in front
19 of the arena, as well. And the overall goal or theme
20 is, again, to respect or build upon the spirit of
21 innovation in Silicon Valley, and build not only a
22 station, but also public spaces and private buildings
23 that include world class architecture.

24 And this plan also has a public parks master
25 plan that lays out a sort of framework for developing

1 public park throughout the station area, integrating
2 with development and public space to give it a strong
3 sense of place.

4 So those are the development levels, 4.9
5 million square feet of office, more than -- sorry,
6 420,000 square feet of retail, and 2,500 residential
7 units, and 900 hotel rooms. Given that Diridon Station
8 is envisioned really as a destination, we put a lot of
9 emphasis on employment uses, you know, with Caltrain and
10 future BART, light rail, those are commuter systems and
11 it's very important to have a job looking at the end of
12 the line to commute to, so we really felt it was
13 important to focus the jobs around the Diridon Station
14 and, you know, of course there's a lot of opportunities
15 for business connection on high-speed rail between Los
16 Angeles and San Francisco, and it made sense to put jobs
17 there for high-speed rail, as well.

18 So the plan area is broken --

19 VICE-CHAIR RICHARDS: Excuse me a second -- is
20 it 420,000 square feet of retail?

21 MR. BRILLIOT: Yes.

22 VICE-CHAIR RICHARDS: Okay, thank you.

23 MR. BRILLIOT: I apologize. The plan area is
24 broken into three areas, I'll talk about them
25 individually, but the northern, central and southern.

1 So the northern zone we're calling our Innovation
2 District. This really is seen as long term development
3 potential. That area currently is primarily light and
4 heavy industrial -- really light industrial uses, kind
5 of down and dirty uses that have been there for many
6 years. But we see it over time transforming to an
7 opportunity for high-tech, green tech, incubator type of
8 spaces, especially with the building of high-speed rail
9 to Diridon, that there will be a premium of being close
10 to that system, and that a lot of more innovative high
11 tech businesses will be looking for opportunities to
12 locate next to Diridon. So that's really the long term
13 vision for the innovation district. And of course,
14 there's other uses planned there, as well. This plan,
15 of course, assumes the accessible continuation of HP
16 Pavilion and that the Sharks continue to play there, and
17 at some point in the life of this plan, we're going to
18 the Stanley Cup.

19 CHAIRMAN RICHARD: What year in the plan does
20 that occur?

21 MR. BRILLIOT: I'm not sure yet, actually. We
22 have alternatives in the EIR on that. So the central,
23 then, is really seen as the core of the Diridon, it's
24 that area that, when you get out of this front door of
25 the Diridon Station and the future station, that's the

1 area right outside the front door. The area envisioned
2 is an office and entertainment area, or activity zone.
3 There is significant amount of office, some amount of
4 retail, hotel, and a ballpark, of course, envisioned in
5 that area. Some of the entertainment uses, you know,
6 could be things like sports bars and restaurants and
7 entertainment, performance venues. There is, again, a
8 larger plaza not in this specific location, but
9 generally planned in the area, that could be available
10 for outdoor community events, concerts, outdoor movies,
11 and such. But it really is seen as an entertainment
12 area, as well as an employment area. And bookended, of
13 course, on either side will be the HP Pavilion and a
14 future ballpark. So it's that area sandwiched in
15 between, so it really presents a lot of opportunities
16 for a lot of fun.

17 This area does not envision housing, it was
18 really intended to be reserved for commercial employment
19 type of uses. There also was concern about having
20 people live over the partying and the complaints that
21 would generate.

22 The southern zone is looking at mixed use
23 higher density residential, as well as some commercial
24 uses that would be integrated into an existing
25 neighborhood, so we felt it is important in the station

1 area to have significant housing and this is where most
2 of it was located, so it's not right at the core, it's
3 sort of in that outer range. And it's really working,
4 integrating that development within the existing older
5 neighborhood.

6 MR. MORALES: Excuse me. The distance from
7 north to south, what is that whole zone, the three
8 zones?

9 MR. BRILLIOT: Probably I'm going to guess --

10 CHAIRMAN RICHARD: The scale at the bottom.

11 MR. BRILLIOT: -- yeah, about a mile.

12 CHAIRMAN RICHARD: And it looks like 2,400
13 feet on the scale? Is that what it is from left to
14 right?

15 MR. BRILLIOT: Yeah.

16 CHAIRMAN RICHARD: So that's a half a mile.
17 So, yeah, the whole thing looks like it's about a mile.

18 MR. BRILLIOT: Yeah. So the Diridon Station
19 plan, it provides really sort of a framework of
20 identifying sort of the functionality of how the station
21 would function, where the footprint would generally go,
22 what facilities are needed, it doesn't get into a lot of
23 the details which would have to be worked out later, but
24 of course the goal is to expand the station to create a
25 well integrated center of architectural and, of course,

1 functional significance with all these transit modes
2 coming together.

3 What you see here is the station area, that
4 area that is planned for this expanded facility, and
5 really the goal of this process was to keep -- to allow
6 for the new expanded facility located within the
7 existing station area, thereby allowing significant
8 amount of land for new commercial and private
9 development.

10 CHAIRMAN RICHARD: And, I'm sorry, but just
11 looking at this, can you just point out from this one or
12 the prior one, in terms of the BART interconnection?

13 MR. BRILLIOT: Oh, I'll get there in just a
14 second.

15 CHAIRMAN RICHARD: Okay, great.

16 MR. BRILLIOT: Yeah.

17 CHAIRMAN RICHARD: And you did have a backup
18 plan for the ballpark?

19 MR. BRILLIOT: We do, actually, but I'm not
20 allowed to talk about it. Yeah, okay, farm team --

21 CHAIRMAN RICHARD: Farm team is fine.

22 MR. BRILLIOT: San Jose Giants.

23 So there is the station area right there --
24 well, I actually will mention, if the San Jose ballpark
25 is not built for whatever reason, the plan is to expand

1 those commercial office type of uses onto the ballpark
2 site, so it would just be an expansion of that really
3 employment/office/entertainment core.

4 So what you have there is the underground BART
5 line coming through the Diridon Station area, the
6 approximate location of the underground BART station.
7 That's what the plan identifies as the preferred
8 location for an expanded high-speed rail Caltrain Amtrak
9 facility.

10 CHAIRMAN RICHARD: So they would obviously be
11 connected, I would presume?

12 MR. BRILLIOT: Yes. And there is the
13 preferred location for a VTA bus transit plaza that
14 would locate actually in front of the old Baggage (ph)
15 building that's there now, the hold historic Baggage
16 building. And here is the -- whoops, I went too far --
17 but that's the high-speed rail elevated option, this
18 plan does look a lot at the elevated option and how that
19 station would function and work, but it also plans
20 around a high-speed tunnel option in just making sure
21 that the City, of course, is supporting the continued
22 study and consideration of both options, so this plan
23 does accommodate either of these options.

24 In terms of the stations, one of the things
25 the plan does recommend is that it's maintaining the

1 historic Diridon Station as a discrete structure, it's
2 integrated with a new facility, but it will remain as
3 sort of, when you look at the station, you'll see the
4 old station and you'll see the new station.
5 Functionally, they'll be integrated, but it was really
6 important, people thought, to sort of keep that building
7 as --

8 CHAIRMAN RICHARD: And where -- I'm sorry --
9 where is that? Is it underneath the grid for the
10 elevated --

11 MR. BRILLIOT: The existing station -- I don't
12 know if I can do it with this, but it's right, if I can
13 just point it out -- it's right there.

14 CHAIRMAN RICHARD: Right. That's what I
15 thought. Okay.

16 MR. BRILLIOT: And you know, there were
17 different options, of course. We're really seeing that
18 it could be like going to the airport where you go to
19 Southwest, or American Airlines and so forth, but they
20 also could just be integrated so that you could go to
21 any point, you could take it and go out, and so that's
22 kind of to be determined. But there really was a goal
23 to preserve that station.

24 So another important part of this plan, which
25 is consistent with our new general plan and vision of

1 San Jose, is figuring out the whole transportation and
2 particularly on how we can enhance walking and biking.
3 So the Diridon, of course, is intended to be a very
4 urban area, and while a lot of people will drive, in the
5 future we anticipate a lot of people want to walk and
6 bike, and we need to provide that as a viable
7 alternative. And there are a lot of challenges
8 currently with walking and biking to the station which
9 this plan and other plans the city seeks to address.

10 The city, of course, has ambitious mode
11 share/split goals, 20 percent transit in the next 35
12 years, 50 percent bike and 15 percent walk.

13 In terms of parking, if you park at a typical
14 suburban ratio, there wouldn't be much left for
15 development, actually. You'd have a lot of parking
16 garages and a fair amount of development, so this plan
17 encourages best practices to accommodate parking and to
18 manage parking, including valet parking, park sharing,
19 unbundled parking, and those kind of things. It is
20 flexible at this point, we don't set parking maximums,
21 we are pursuing, however, at least at this point
22 reducing the minimum requirements.

23 So other plan elements, I kind of talked about
24 this already, but parks and open space, the civic spaces
25 that tie the Diridon Station with the surrounding

1 development of downtown are really really important. We
2 think that this is going to set this place apart from
3 other urban areas within the state and the city, and it
4 will provide really an outdoor living room for a lot of
5 activity.

6 I talk about public art -- there actually is a
7 Public Art Master Plan that is part of this process, a
8 separate document that outlines the public art vision
9 for the Diridon Station area.

10 So the next steps in the planning process are
11 a release of the public draft EIR which will be out in
12 June, Council hearings in the final plan December of
13 this year, and of course we are in the process of
14 executing an agreement with High-Speed Rail on the Phase
15 2 planning efforts. We intend to kick those off in the
16 fall, or perhaps even in the summer. And I'll talk
17 about those really briefly, what we're looking at, and
18 the scope of work on those.

19 So in part of the Phase 2 planning, one thing
20 that the Diridon plan does not do is rezone the land
21 around the station. Much of this land is currently
22 zoned for light industrial type of uses and it's kind of
23 a holdover from actually the 1920's when the first
24 Zoning Code was enacted. San Jose, of course, is a
25 charter city, so we can change it to a no plan and leave

1 the zoning completely different, but as part of this
2 phase 2, promises the scope will include actually
3 developing a zoning framework and then rezoning a
4 property to facilitate development consistent with the
5 plan.

6 The other important piece is figuring out the
7 joint power structure to develop the central area, so
8 significant pieces are owned by the City of San Jose,
9 the VTA, and the Joint Powers Authority, and the central
10 area is very complicated, both in terms of land
11 ownership, figuring out how to build a lot of the
12 infrastructure that's desired and needed, as well as, of
13 course, there's an underground BART station planned
14 there, as well. So trying to figure out all those
15 pieces so development can move forward in a rather
16 timely, or at least sooner rather than later. So that's
17 really an important part to figure out that structure.

18 And the other part of the scope of the grant
19 we're pursuing is identifying sites for high-speed rail
20 parking, so there will be a 400 or so around the
21 station, but we need to find 3,400 parking spaces within
22 three miles, and so that this plan will look at where
23 those spaces could go and, just as importantly, figure
24 out how to improve connections to those parking, as well
25 as the airport, downtown, and remote parking locations.

1 So one real opportunity, of course, that I
2 want to just highlight is improving the connection with
3 the Mineta International Airport with Diridon and High-
4 Speed Rail. Both -- there's a lot of parking available
5 at Diridon, and so people who are going to be taking a
6 train for a longer trip could park their car long term
7 and take a shuttle or potentially an automated transit
8 net vehicle -- network -- to Diridon Station, but also
9 we certainly envision that there will be a lot of people
10 coming from down south on high-speed rail that will be
11 interested in flying out of the Mineta International
12 Airport. So that's really important.

13 That concludes my presentation. Do you have
14 any questions?

15 CHAIRMAN RICHARD: Thank you, MR. BRILLIOT:.
16 Questions from members of the Board? I just had one,
17 which was you touched on, but in looking at the map it
18 looks like this transportation complex is sort of
19 separated from the downtown by the freeway and so forth.
20 So you mentioned at the end finding some connections to
21 parking in the airport and downtown, but it would seem
22 to me that, although I guess a lot of people might be
23 coming to do business downtown, and this would be coming
24 to other points in Silicon Valley, so I would presume at
25 some point there's efforts to look at sort of that

1 transportation network to enhance?

2 MR. BRILLIOT: Between downtown and Diridon,
3 yes, there is. And that's what we'd be looking at in
4 more detail as part of our Phase 2 planning.

5 CHAIRMAN RICHARD: Right. I know our friends
6 in Fresno, the Mayor there, they've got a bus rapid
7 transit project that connects to where the future high-
8 speed rail station ought to go.

9 I just wanted to say I appreciate the
10 presentation, I'm focusing more and more of my attention
11 personally on how we realize the benefits of high-speed
12 rail in these communities by looking at this as an
13 opportunity to really shape development, encourage
14 transit-oriented development and more dense land use, so
15 this is very good. I do think that part and parcel of
16 that, and it's consistent with SB 375, is that the
17 transit and land use planning has to go together, and
18 I'm sure you guys are doing that.

19 MR. BRILLIOT: Yeah.

20 CHAIRMAN RICHARD: And then Mr. Morales
21 reminded me in a sidebar that Senator Steinberg has a
22 bill that would sort of move us back in the direction of
23 a follow-on redevelopment authority centered around
24 transit stations. And I'm sure this Board will take a
25 close look at that bill because it has some

1 possibilities for us, as well.

2 But thank you very much for your presentation.

3 MR. BRILLIOT: Sure. Thank you. I just want
4 to add that San Jose as a whole, as a community, is very
5 excited about high-speed rail. I mean, we're very
6 supportive and we look forward to working with you in
7 the future.

8 CHAIRMAN RICHARD: Thank you very much. Okay,
9 with that, we have two items before we go into closed
10 session. The first, Mr. Morales wanted to make one
11 comment, and then I have a comment I want to make.

12 MR. MORALES: Thank you, Mr. Chair. One of
13 the priorities, since I took on this position, is
14 building an organization that can actually deliver this
15 program and we've made some real progress, the most
16 recent being the announcement this week that we hired a
17 Chief Financial Officer. We're very pleased to have
18 Russell Fong, who is joining us from CalPERS, who I
19 think brings a great resume to the program and will
20 really help us move forward. But what that also does is
21 relieve Dennis Trujillo of wearing two hats. We're all
22 wearing multiple hats, but Dennis, in addition to being
23 the Chief Deputy, has been the Acting CFO and has done a
24 tremendous job of really advancing our program in the
25 finance and auditing area, and I just wanted to make

1 sure that I acknowledged his great work over the last
2 months in getting us to where we are, including finding
3 his successor so he could move on to his other
4 responsibilities.

5 CHAIRMAN RICHARD: That's good. I would
6 certainly share in our appreciation for Dennis' work and
7 so thank you very much for his double duty, Mr.
8 Trujillo, we appreciate that. He's been working very
9 diligently for the organization.

10 And I want to say to our CEO that -- and I
11 think I speak for my colleagues -- you've done a first
12 rate job on building out this organization, both in
13 terms of the alacrity with which you've addressed the
14 issue of the thinness of the managerial ranks, but even
15 more importantly with the quality of the people that
16 you've brought in.

17 At this point last year, and I just went
18 through this litany with the Legislature, we didn't have
19 a CEO, we didn't have a Deputy, we didn't have a CFO, we
20 didn't have a Chief Program Officer, we didn't really
21 have any of the resources that we needed in the regions,
22 and so you've filled all of these positions and you've
23 filled them very very well. So thank you for that,
24 Jeff.

25 Before we enter closed session, I'd like to

1 just take a moment. We were saddened this week at the
2 passing of Bismillah Reinhardt, who was the Executive
3 Director of the California Transportation Commission.
4 Ms. Reinhardt had almost three decades of work in the
5 Transportation sector. She had been an official at
6 Caltrans, in fact, Jeff, I think she worked for you when
7 you were the Director of Caltrans. We worked with her
8 last year on really moving forward with the connectivity
9 monies, and so she was at the center of being able to
10 really deliver almost a billion dollars to communities
11 around California. But more than anything else, she was
12 just a gentle soul and a sweet person, so I will ask
13 that we adjourn our meeting today in her memory and that
14 we all reflect on her wonderful service and just what a
15 great person she was.

16 And with that, our Board will enter a closed
17 session to discuss the items that were listed on the
18 agenda. Thank you all. We'll report back at the end of
19 the closed session.

20 (Off the record at 10:56 a.m.)

21 (Back on the record at 12:17 p.m.)

22 CHAIRMAN RICHARD: Okay, we'll be back in
23 session. The California High-Speed Rail Authority Board
24 met in closed session and we have no items to report.
25 With that, we will adjourn the meeting.

1 MR. HARTNETT: And I would like to thank San
2 Mateo County Board of Supervisors for allowing us to use
3 their chambers and their facilities today.

4 CHAIRMAN RICHARD: Okay, we are adjourned.
5 Thank you.

6 (Whereupon the proceeding concluded at 12:30 p.m.)

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